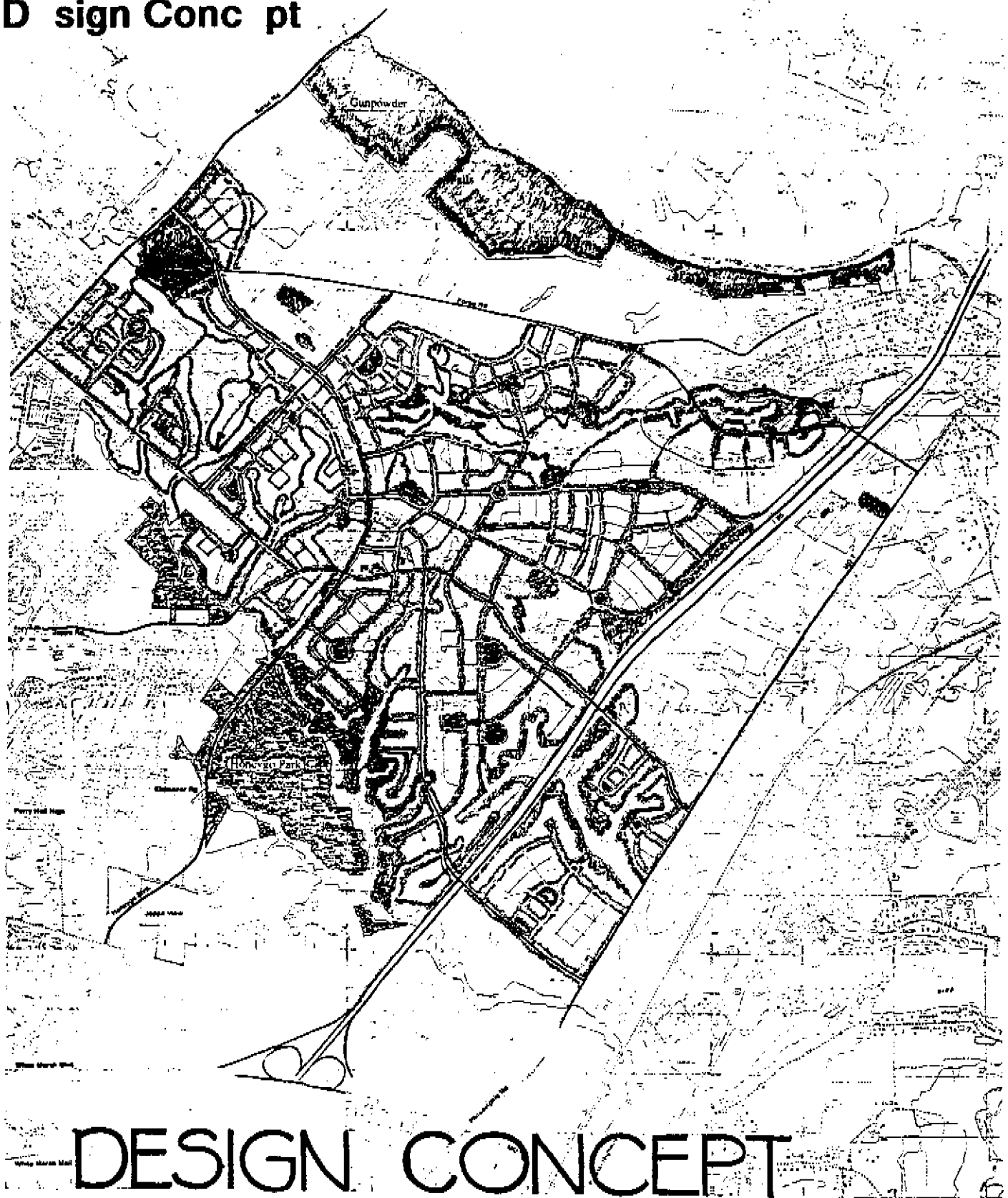


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HONEYGO AREA

WHITE MARSH GROWTH AREA



Office in Planning and Zoning

It is essential that the Honeygo Plan create memorable spaces in the public realm. Roads, open space, and site design become the primary elements of the Plan. The intent is to unify the separate developments by design to create a community based on traditional design concepts found in the most successful communities around the country. The design guidelines and standards needed to foster this type of development (e.g., streetscaping, houses oriented toward the street, interconnecting roads and sidewalks) will be in the district overlay and the Comprehensive Manual of Development Policies. Refer to Appendix B.

RECOMMENDED PLAN			
LAND USE	ZONING	acres	units
Large Lot SF	DR 1	100	100
Single Family	DR 2	332	664
Single Family	DR 3.5	435	1,305
SF/TH Mix	DR 3.5	485	1,700
APT/Condo	DR 10.5	56	560
CRG's ¹ PHF and Apperson		186	1,227
Commercial	BL	9	
Parks		37	
Institutional		35	
Total Res.		1,675	5,556

Transportation Findings

The transportation analysis revealed that construction of the proposed system of Master Plan road improvements within the Honeygo study area will be adequate to handle traffic generated by the selected land use plan that recommends the construction of approximately 5,600 units. Traffic volumes along Joppa Road west of Honeygo may increase to a level that will require extra capacity enhancements not currently programmed.

The private automobile will remain the overwhelming transportation mode of choice, but every effort should be made to provide alternative mobility choices for Honeygo residents. A key mobility choice will be provided by 2010 when rail transit service is extended to the White Marsh Mall area. This line will provide access to numerous destinations: Johns Hopkins Hospital, BWI Airport, the Inner Harbor, Hunt Valley, and Owings Mills.

The Honeygo community should be designed in a manner that will maximize the potential for transit usage and connections to the White Marsh area rail transit station. Additionally, commercial nodes, transit stops, and recreation areas within the Honeygo community should be linked by bike and pedestrian paths. The establishment of a telecommuting center in the Honeygo community is an option that should be considered.

The transportation study effort also examined future traffic impacts on some of the adjacent communities. Portions of the existing-Perry Hall and White Marsh communities that are currently experiencing traffic congestion will continue to have congestion problems in the future. However, implementation of the recommended land use plan could result in a reduction of projected volumes by about ten percent over the existing (1992) zoning.

Honeygo Boulevard

Honeygo Boulevard, north of Joppa Road is forecasted to carry approximately 29,000 vehicles on an average day in the year 2010. South of Joppa Road, Honeygo Boulevard is forecasted to carry approximately 22,000 vehicles daily in the year 2010. The proposed construction of Honeygo Boulevard with four travel lanes and a center turn lane will be able to easily accommodate these number of vehicles. Honeygo Boulevard from Joppa Road to Belair Road could be designed with a landscaped median.

It is also forecasted that all of the signalized intersections along Honeygo Boulevard (e.g. Belair, Joppa, Ebenezer, etc.) will function at level-of-service "C" or better. This means that any traffic stopped at the intersection when the traffic light turns red will be able to move through the intersection on the next green light.

It is also imperative that the County, in their design of roads, especially Honeygo Boulevard, respect the intent of the Plan and reinforce the efforts of private development. To this end, Honeygo Boulevard should include a landscaped median, all public roads should be streetscaped, and public parks should be landscaped.

Joppa Road

Joppa Road, east and west of Honeygo Boulevard is projected to carry volumes of approximately 11,000 and 15,000 respectively on an average day in the year 2010 if the recommended land use plan is adopted. Although this represents a significant increase from current levels of approximately 4,000 vehicles a day, implementation of the proposed Master Plan improvements will enable Joppa Road to handle this level of traffic.

The estimated 15,000 vehicles a day on Joppa Road west of Honeygo may begin to provide some minor capacity problems to Joppa Road. As a result, the circumferential collector road proposed in the design concept between Honeygo Boulevard and Chapel Road should be constructed. This will reduce some of the traffic entering the intersection of Joppa and Honeygo, and along the section of Joppa west of Honeygo.

Other Area Roads

Implementation of the recommended land use alternative is likely to increase traffic along Chapel Road east of Belair Road from approximately 5,300 to 8,100 in 2010. Although the traffic volumes will be lower over the portion of Chapel Road west of Joppa Road, the projected percentage increase from approximately 3,400 vehicles daily in 1993 to 6,100 daily in 2010 will be greater.

The projected traffic volumes and travel characteristics along other area roads show a similar pattern throughout the study area. Projected traffic on Forge, Cowenton, Chapel, and Cross Roads will be significantly higher than current daily volumes, but if the recommended Master Plan improvements are implemented, the improved street network will be able to handle the traffic increases resulting from the recommended land use alternative.

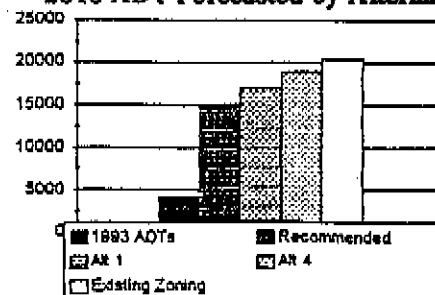
Traffic along Cowenton Road will rise from current levels of approximately 6,200 a day to an estimated 10,000 daily in 2010. Traffic volumes along Forge Road will increase from about 3,400 to 8,400 in the vicinity of Cross Road. Along Forge Road east of Cross Road, traffic volumes are projected to be approximately 6,500 a day in 2010.

Forecasted 2010 Levels-Of-Service For Selected Honeygo Area Intersections

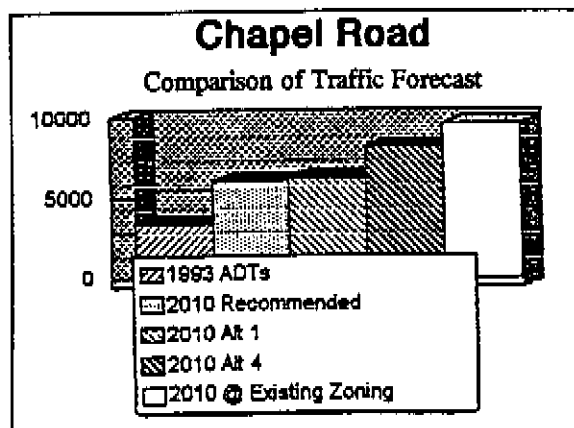
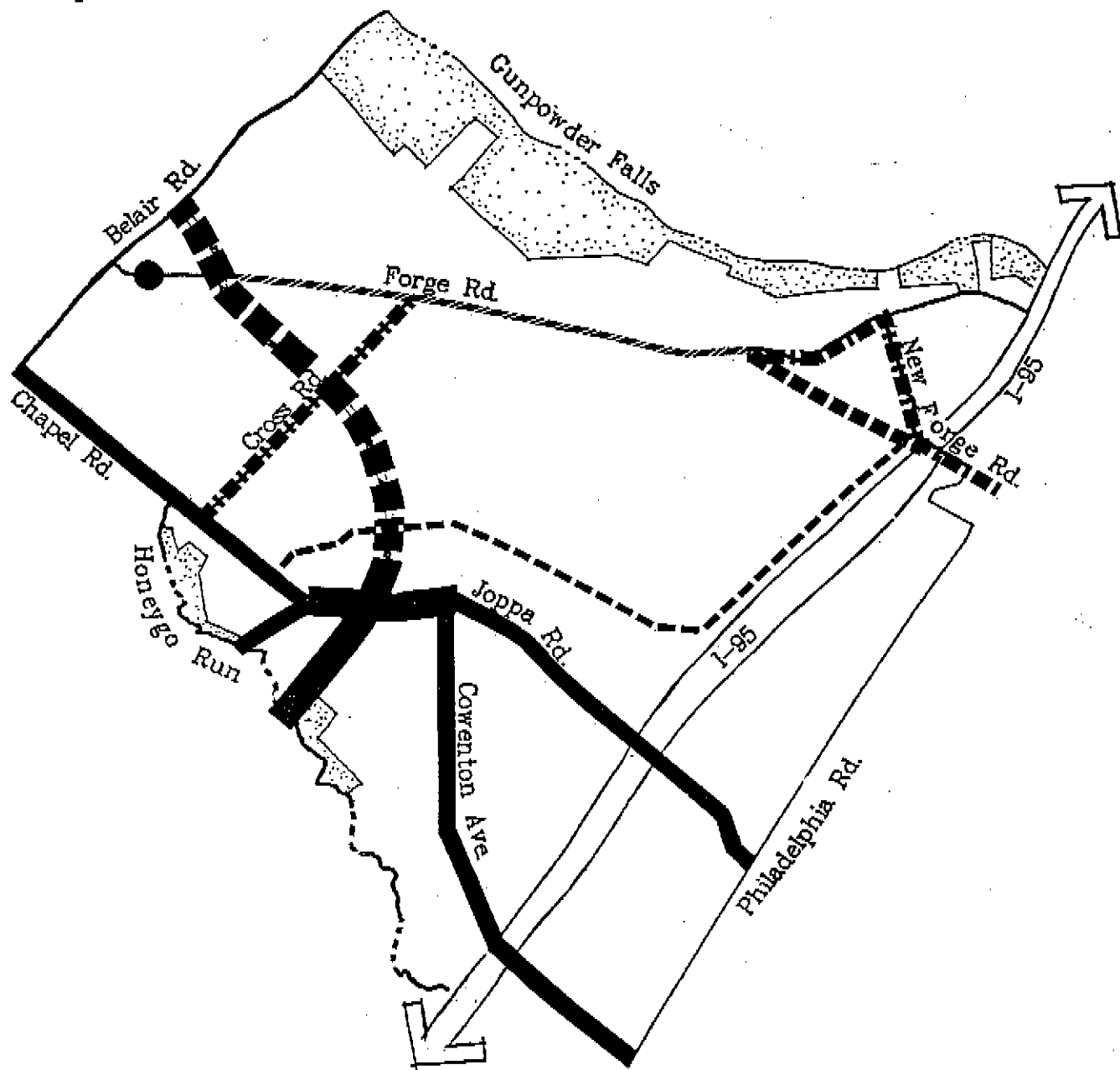
Intersection	Recommended Alternative	Existing Zoning
Belair Road and Ebenezer/Joppa	E.....	F.....
Belair and Honeygo	C.....	D.....
Cowenton and Joppa	A.....	A.....
Honeygo and Joppa	C.....	C.....

Joppa Road, West of Honeygo

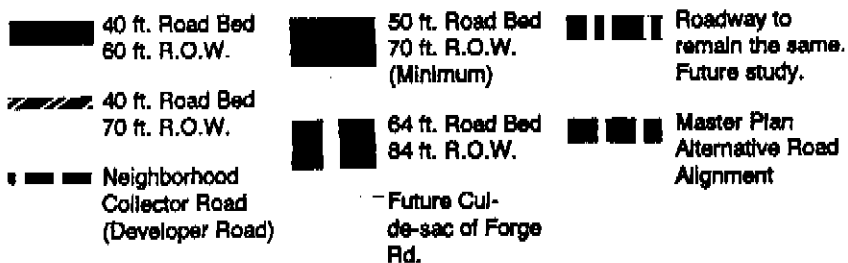
2010 ADT Forecasted by Alternative



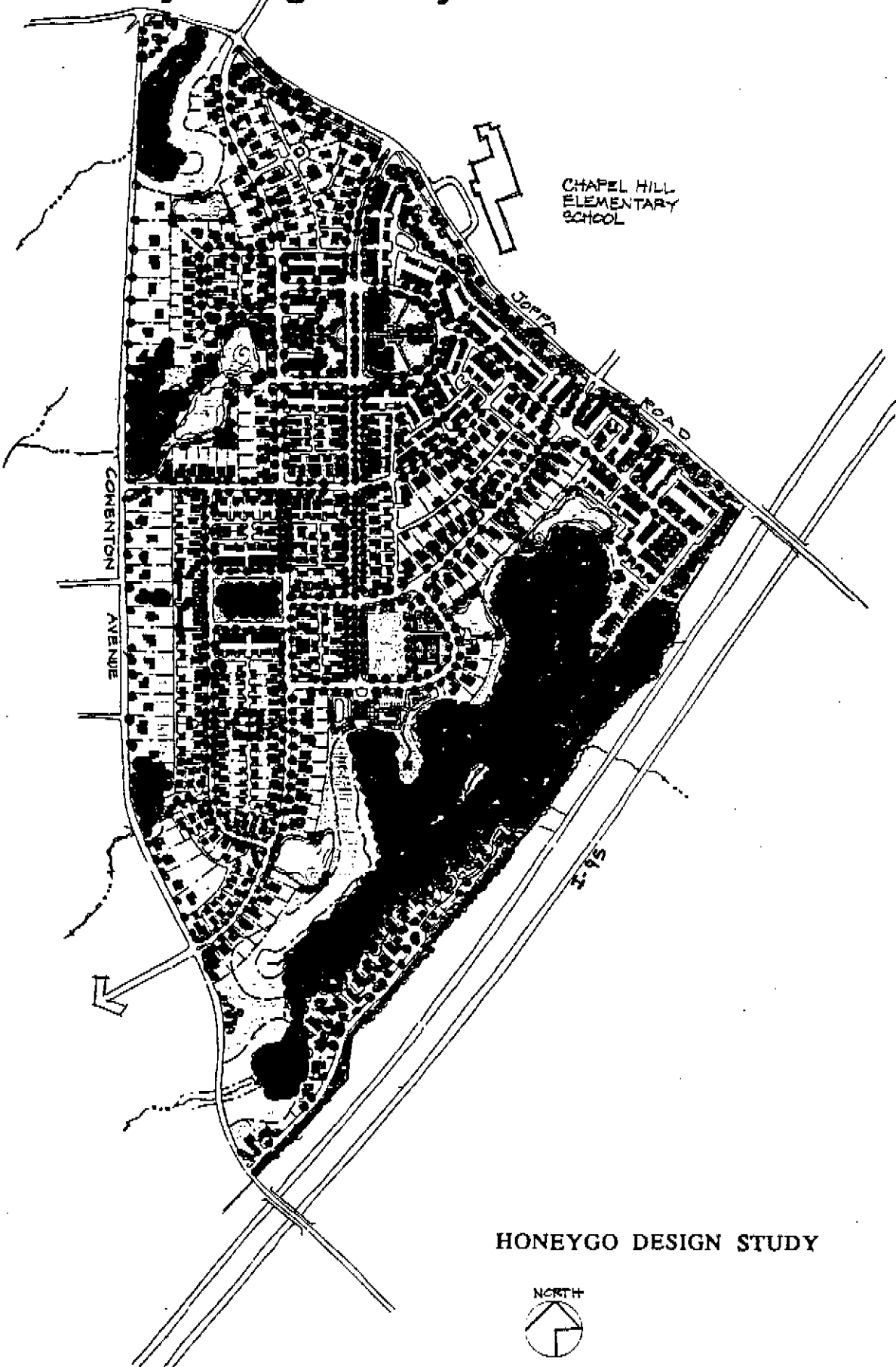
Transportation Recommendations



Honeygo Study Area Road Improvements



Community D sign Study



HONEYGO DESIGN STUDY

Implementation

Introduction

In order to realize the goals and objectives of this Plan, the zoning maps, zoning regulations, and Comprehensive Manual of Development Policies must be amended. Funding allocations through phasing and prioritization in the County Capital Improvements Program will also have to be adopted. Finally, open space and environmentally sensitive areas will have to be protected and maintained, preferably through public ownership. These implementing mechanisms are briefly described in this section of the Honeygo Plan. Some of the mechanisms require immediate adoption, while others will be developed and adopted at later dates.

Zoning Maps

It is recommended that once the Honeygo Plan is adopted, the new zoning be enacted outside of the County's four year comprehensive zoning process. The County Executive and Council, through Joint Resolution 42-92, recognized the difficulty inherent in dovetailing the adoption of the Honeygo Plan with the enactment of implementing zoning because of the limitations imposed by the County's four year zoning process. According to the Resolution, the Council may enact a Development Moratorium on a waiver and emergency basis if development is proposed that is in conflict with the approved Honeygo Plan. This avoids most of the potential problems; however, there are areas, most notably the Baltimore Air Park, where the proposed zoning is higher than the existing zoning. Changing the zoning immediately after the Plan's adoption provides the certainty that property owners and developers need to proceed with their development plans.

In order for the zoning maps to be amended outside of the quadrennial process, the County Council will have to pass a resolution to confirm the Council's intent that the Honeygo Comprehensive Plan should include zoning recommendations and to establish a procedure containing necessary due process standards. The Council will also have to amend the law on comprehensive zoning procedures to clarify the County Council's authority to authorize the

Planning Board and Council to conduct a comprehensive zoning process other than on a county-wide basis (i.e., to implement an adopted area/community plan) and outside the regular (every fourth year) schedule.

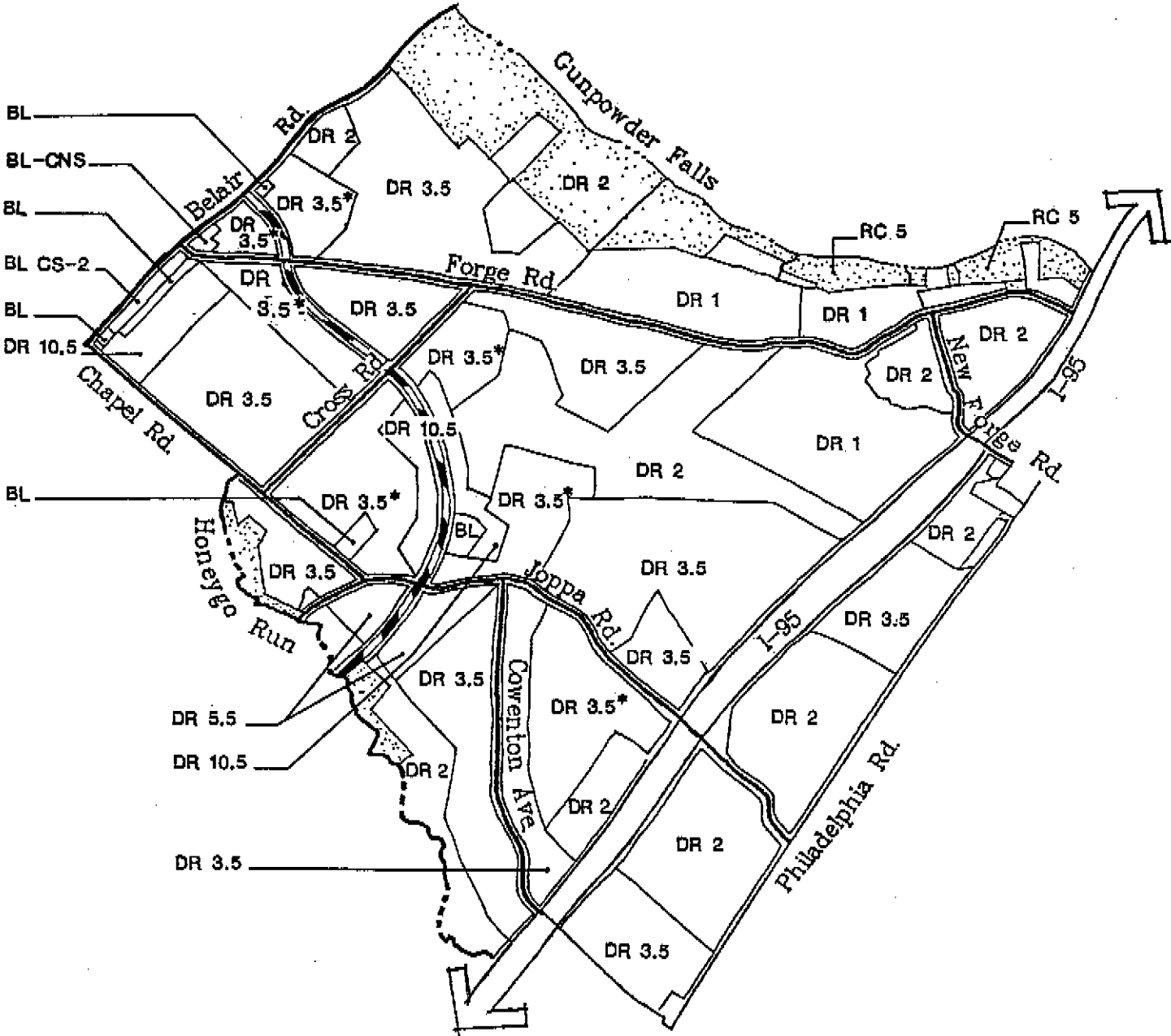
District Overlay

The Baltimore County Zoning Regulations as presently written do not allow the County to adequately enable the Design Objectives outlined in this Plan. The primary objective of the Honeygo Plan is to establish uniform design criteria for the entire area and the existing zoning is not adequate to assure that the design parameters will be met. Several options which would enable stronger design were discussed and reviewed. These options included 1) new PUD legislation that would cover the entire area; 2) new zones; and 3) a new overlay district. The creation of a new PUD was determined to be questionable because the area is not under single ownership or control. The PUD, in the absence of a single owner, effectively became an overlay district. Creating new zones for this particular area of the County appeared unnecessarily redundant. Other than design criteria, the vast bulk of the existing regulations would still apply. The most desirable option, therefore, was the overlay district. Through the use of an overlay district, the existing zoning regulations remain in effect, while additional design criteria can be adopted which will ensure the desired design quality. A summary of the elements to be included in the overlay district can be found in Appendix A.

The actual Honeygo District Overlay would have to be enacted and the zoning maps for the Honeygo Area would need to be amended accordingly (with the new district) during the rezoning process.

The recommended zoning map changes (actual zone changes as well as the district overlays) would need to be reviewed by the Planning Board with recommendations for final action by the County Council. Both the Planning Board and County Council would hold public hearings and the affected property owners would be duly notified.

Zoning



Honeygo Study Area
Recommended Zoning

BL Commercial Development	DR 3.5* Single Family Detached and Townhouse Mix 60 % SF/40% TH	DR 2 Single Family Detached
DR 10.5 Townhouse, Apartment, or Condominium	DR 3.5 Single Family Detached	DR 1 Single Family Detached

Design Guidelines

The standards in the District Overlay need to be augmented by design guidelines to be adopted as part of the Comprehensive Manual of Development Policies (CMDP). The guidelines are intended to demonstrate how and what form development should take in terms of site layout and character. They are based upon work completed by Cho, Wilks, and Benn entitled "Neighborhood Design Guidelines" and have been modified for inclusion in the CMDP. Refer to Appendix B.

Funding

Infrastructure improvements in the Honeygo Area will cost approximately 58 million dollars. As it is anticipated that 5,500 dwelling units will be constructed within the study area, this expenditure represents approximately \$10,700 per dwelling unit.

In the current capital program for fiscal year '94 and '95, no Honeygo Plan capital projects are funded. Funds for the Forge Acres sewer project were previously allocated to complete this project by summer 1995. Under the new capital budget and program process, projects for which funds are not encumbered by the end of fiscal year 95 must be reappropriated. This includes Honeygo Boulevard (Phase II) and the accompanying water main and the Honeygo Sewer Interceptor. These projects will need to be reappropriated in the fiscal year '95 capital budget and program.

Included in this Plan is an inventory of all capital projects (roads, sewer, water, parks, schools) that will need to be constructed. In response to issues raised by the Steering Committee, the needed capital improvements have been grouped in phases which show the capital projects that will be required at various stages of development. This phasing schedule will allow the necessary schools, parks, roads, water and sewer projects to be in place when the development occurs, not after the development has taken place. The proposed capital program is divided into three functional areas:

A. Pre-Honeygo Development. These four capital projects must be underway to take care of existing problems before development in the Honeygo Area begins. The capital budget unit count should not apply to the following:

- 1) any development project approved before the effective date of Resolution 42-92; however, any development pursued under authority of such a plan is limited to a maximum of 300 dwelling units;
- 2) public utilities;
- 3) minor residential or commercial permits;
- 4) religious institutions; or
- 5) a dwelling on a lot of record as of the effective date of this plan.

B. Area-wide Improvements. These four capital projects are related to the area-wide Honeygo development. Implementation of each is related to the total number of building permits issued in the area regardless of land area phasing. The contracts for each capital project must be let before additional permits are released.

C. Land Area Phasing. Each of the recommended four development phases have specific capital projects related to the site area for development. The number of permits/units allowed before each improvement needs to be made are listed. The contract for that project must be let before additional permits are released for that phase.

Once the Honeygo Plan is approved, needed capital projects will have to be staged for the 1996 referendum and beyond.

Capital Program

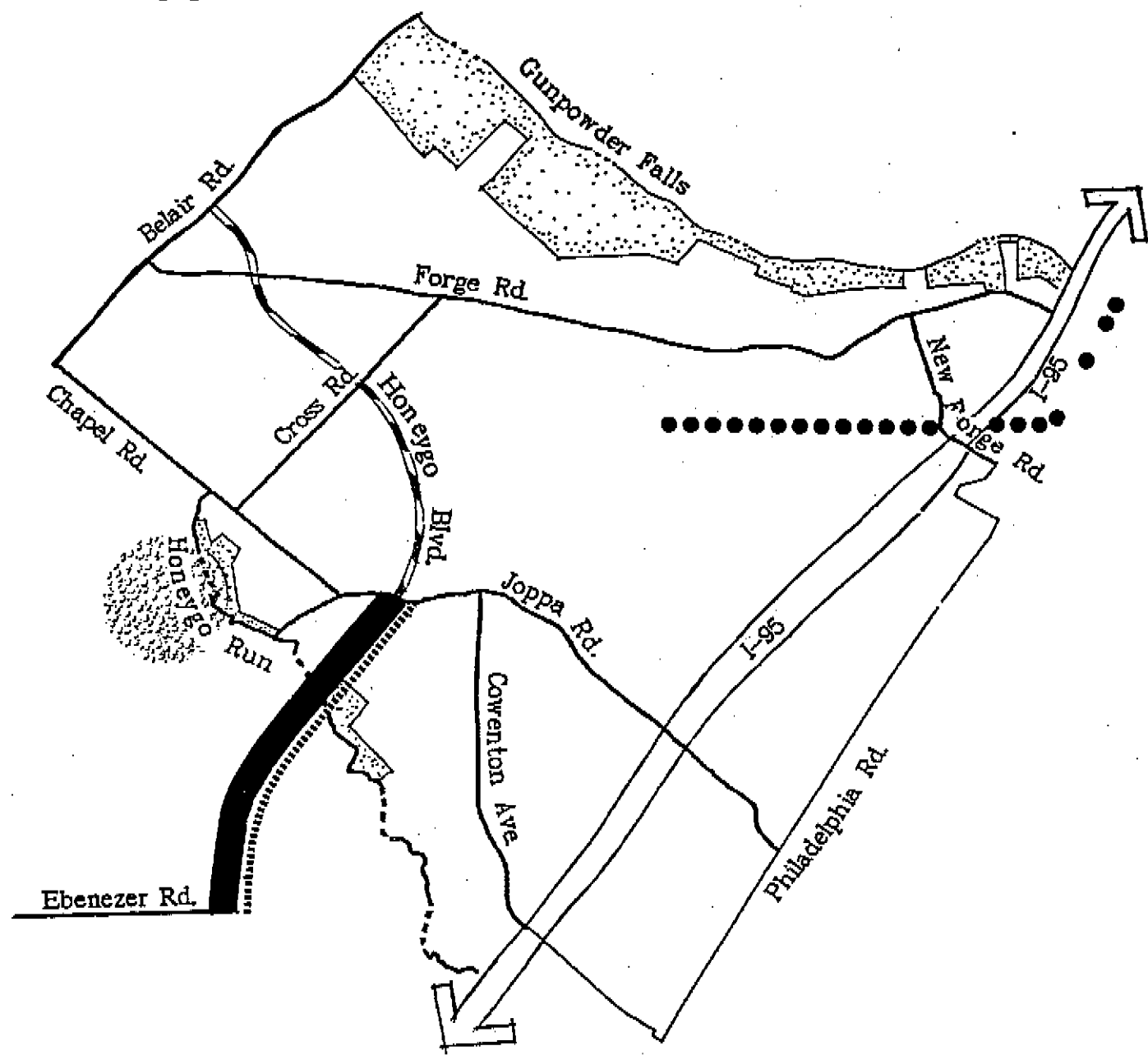
Public Facilities and Infrastructure Requirements

Phase	Units per Phase	Number of Units ¹ Allowed	Infrastructure	Cost ²
Pre-Honeygo Development	0	0	Forge Acres Sanitary Sewer (funded)	3,200,000
		0	Honeygo Blvd. Phase 2 Ebenezer Rd. to Joppa Rd.	5,126,000
		0	Water Main Second Zone	220,000
		0	Honeygo Park at Snyder Lane	200,000
			Total	8,746,000
Honeygo Area Wide Requirements		1,000	Chapel Hill Elementary Addition and Upgrade	2,800,000
		1,000	Open Space at Chapel Hill Elem. (land and rec.)	1,250,000
		2,000	Honeygo Park (rec. improvements along blvd.)	1,000,000
		2,500	Cross Roads Elementary School	9,000,000
			Total	14,050,000
Bean Run Phase	1,905	300	Forge Road (Cross to Forge View)	2,930,000
		300	Cross Road (Honeygo to Forge)	1,135,000
		950	Honeygo Blvd. Phase 3A Cross Rd. to Joppa Rd.	2,895,000
		950	Water Main Second Zone	220,000
		1,000	Open Space (location to be determined)	1,474,000
			Total	8,654,000
Honeygo Run Phase	1,809	0	Honeygo Sewer Interceptor	3,200,000
		730	Cross Road (Chapel to Honeygo)	1,135,000
		730	Cowenton Avenue	3,986,000
		730	Joppa Road (Chapel to Cowenton)	2,376,000
		730	Chapel Road (Cross to Joppa)	1,399,000
		1,000	Open Space (location to be determined)	1,400,000
			Total	13,496,000
Bird River Phase	1,060	0	Bird River Sewer Interceptor	3,000,000
		530	Joppa Road (Cowenton to I-95)	2,376,000
		500	Open Space (location to be determined)	821,000
			Total	6,197,000
Belair Road Phase	782	200	Honeygo Blvd Phase 3B Cross Rd. to Belair Rd.	2,895,000
		200	Forge Road (Cross to Honeygo Blvd.)	2,930,000
		200	Chapel Road (Belair to Cross)	1,399,000
		500	Open Space (location to be determined)	605,000
			Total	7,829,000
TOTALS:	5,556			\$ 58,972,000

Cost per unit: \$ 10,614.11

1. Permits allowed before improvements' contract must be let.
2. Developer may contribute to road improvements as currently required.

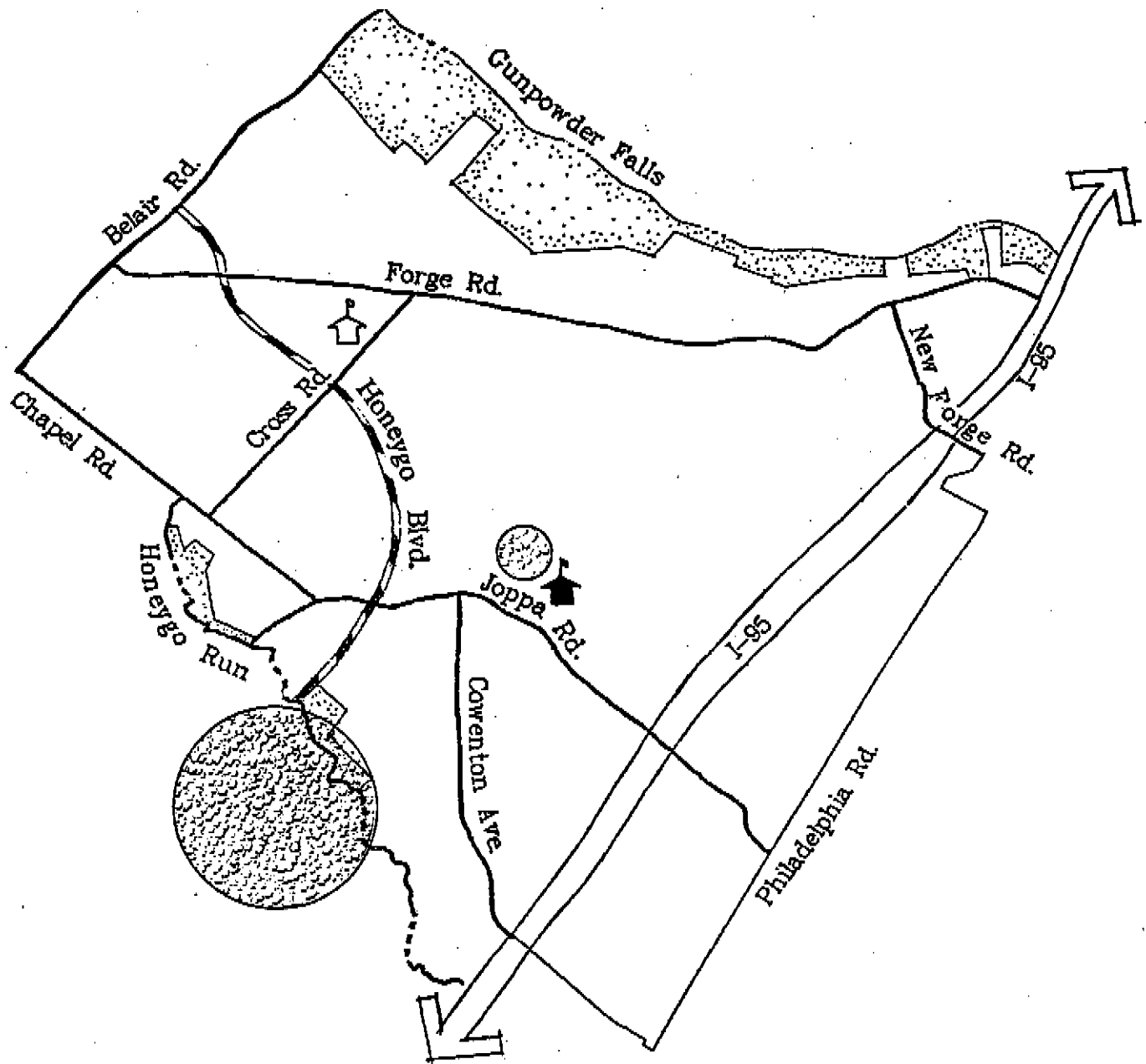
Pre-Honeygo Development Infrastructure Needs



Honeygo Study Area
Infrastructure

- | | | | |
|-------|--|-------|-----------------------|
| ●●●●● | Forge Acres Sanitary Sewer | | Honeygo Blvd. Phase 2 |
| | Honeygo Park Recreation Improvements:
Athletic Field
Volleyball Court
Picnic Shelter
Nature Trail
60-Parking Spaces | | Water Main |

Honeygo Area-Wide Requirements



Honeygo Study Area Infrastructure



Chapel Hill
Elementary School
Addition



Chapel Hill
Elementary School
Open Space
Acquisition and
Improvements

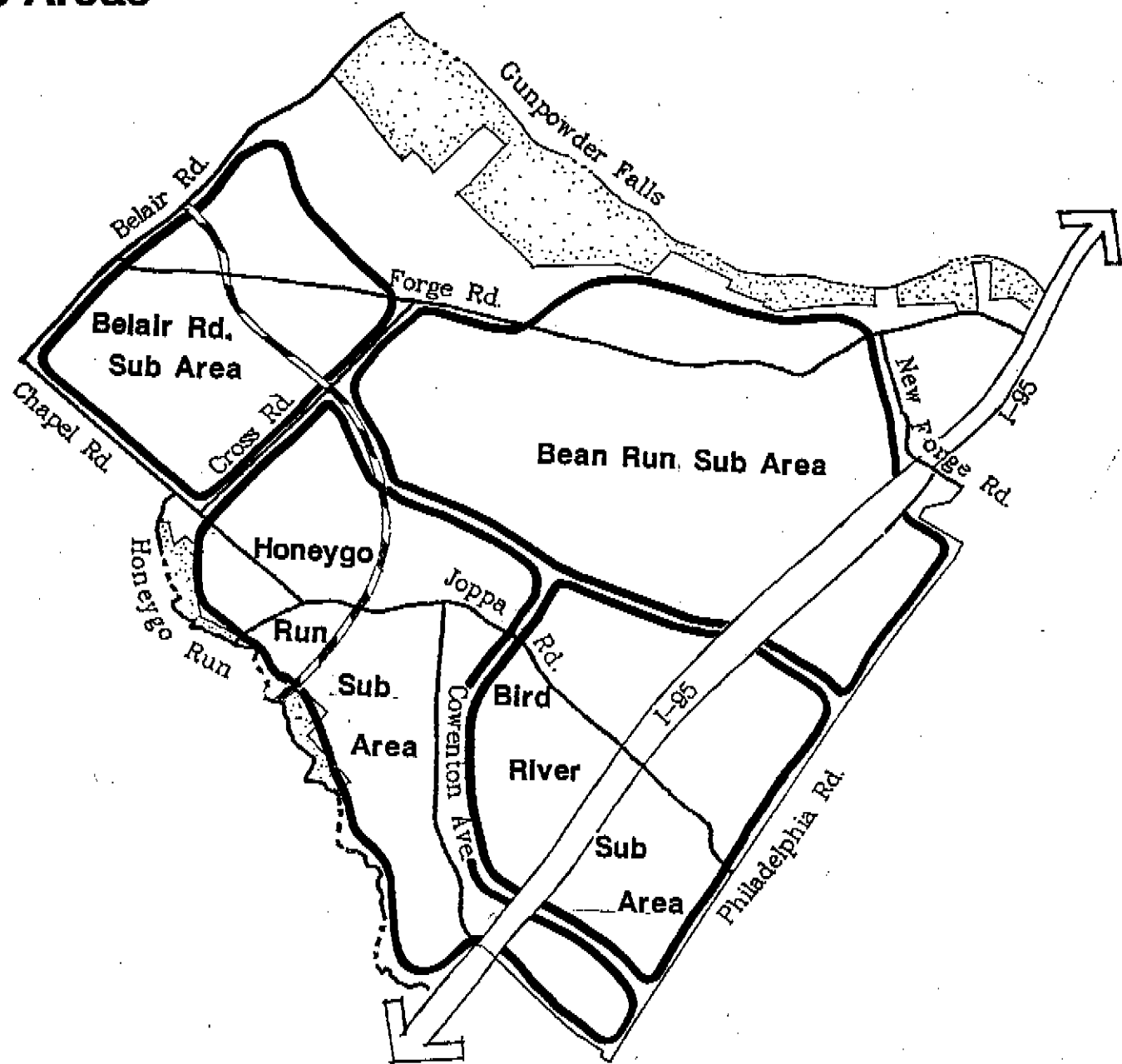


Honeygo Park
Recreation
Improvements



Cross Roads
Elementary
School Construction
and
Recreation
Improvements

Sub Areas



Honeygo Study Area Development Sub Areas

— The sub areas boundaries generally follow watershed / sewershed lines. Natural drainage courses may adjust boundaries.

Open Space

The Honeygo Area was designed to be served by several regional parks. The largest park, Honeygo Park, is located along Honeygo Boulevard. This park is largely passive in nature, containing a major stream system and forests. At the present time, a portion of the park is proposed to be used as a Par 3, 9 hole golf course. One million dollars has been set aside in the proposed capital improvements program for Honeygo Park improvements. An additional 37 acres has been proposed for acquisition at the intersection of Belair Road, Forge Road, and Honeygo Boulevard. It is anticipated that this park will be used for active recreational purposes such as playing fields. Funds will be needed for acquisition and development of this park. Finally, two hundred thousand dollars has been set aside for the improvement of Honeygo Park at Snyder Lane. The completion of these projects will provide the major park and recreation areas within the Study Area.

In addition to the major park and recreation areas, the Design Concept Plan has designated a series of neighborhood parks located throughout the area. One of the major design objectives was to intersperse neighborhood parks throughout the area to provide local recreational amenities and serve as focal points for the neighborhoods. The Illustrative Site Plan demonstrates the effectiveness of these types of parks.

The local open space requirements generated by the development (650 square feet per dwelling unit) must be used within the Honeygo Plan area. This requirement must be used for active open space, environmentally regulated areas and their buffers are not to be used to fulfill this requirement. The Residential Squares and Parks and Recreational Areas may be used to meet the requirement. Any use of fee-in-lieu of open space must be based upon the fair market value of the land and used within the Plan area. The Overlay District will allow the open space to be spread throughout the Plan area.

Homeowners Association

The upkeep and maintenance of the smaller open space areas has to be assured. The use of an umbrella association to assure maintenance and upkeep of these smaller areas will be required. It is anticipated that in addition to local homeowners associations, an umbrella association may be required in order to assure adequate maintenance. This mechanism will be developed at a future point in time.

Environmental Banking

Two innovative concepts proposed for the Honeygo Area include 1) the creation of reforestation or forest retention areas, and 2) the designation of wetland banking areas. As development occurs, there may be a loss of forest cover or wetlands on a project by project basis. In order to maintain the quality of the watershed or assist watershed restoration, wetland areas within the study area can either be created or rehabilitated. Similarly, stream buffers or other designated areas could be used for afforestation.

Within the study area, sections to be considered for afforestation include the designated environmental buffer areas and the land adjacent to I-95 and the Baltimore Air Park. Owners of these areas could be compensated by those owners who need to replace forests.

In other areas, such as those adjacent to Honeygo Park, which could be cleared of forests but have little development potential owners could be compensated for retaining forests on certain portions of the site.

Wetland banking areas are those pieces of land designated as wetlands but which are not presently functioning as wetlands due to past farming or grading. Land that has disturbed wetlands such as those adjacent to Honeygo Boulevard or Belair Road would be reestablished as viable wetlands and the owners of such property would be compensated.

The State of Maryland is currently reviewing legislation that would allow these types of techniques. Over the next several years the County will adopt the appropriate mechanisms to allow the use of these techniques in the Honeygo Area.

Transit Opportunities

The private automobile will be the overwhelming transportation mode of choice for people living in the Honeygo community, as it is throughout the Baltimore metropolitan area. However, every effort should be made to encourage residents to use alternative modes of travel, such as transit, bicycling, and ridesharing, for both work and non-work trips.

The reason for this emphasis on reducing automobile usage is that Baltimore County and the entire Baltimore metropolitan area has been cited by the U.S. Environmental Protection Agency as a non-attainment area for air quality. In fact, the Baltimore metropolitan area has been judged to have the sixth worst air quality in the entire United States.

As a result of being a non-attainment area, jurisdictions in the Baltimore metropolitan area are required by law to take every opportunity to implement measures that will increase mobility but reduce reliance upon the private automobile.

This objective can be achieved in the Honeygo area by incorporating a mix of design elements as recommended in the Honeygo Design Manual. These measures will encourage and enhance the residents ability to reduce their dependence on the private automobile, by providing them with amenities such as bike and walking paths and pedestrian scale elements in the neighborhood design.

A key feature in a community's ability to reduce automobile usage is its access to public transportation. If appropriate transit related design standards are followed, the Honeygo community will have an enviable opportunity for expanded mobility and reduced reliance upon the private automobile. These transit opportunities will be much appreciated by 2010 when traffic volumes along I-95 will be in the range of 160,000 a day, which is 20,000 vehicles greater than current daily traffic counts.

Long range transportation plans recommend extending a fixed rail line from Johns Hopkins Hospital to the vicinity of White Marsh Mall by 2010. This extension will provide connections to not only Hopkins, but also to the Inner Harbor and Oriole Park at Camden Yards.

Washington D.C., can be reached via transfer at Camden Yards or by transfer to the Penn line at a new MARC station to be constructed in east Baltimore. By transferring to the Central Light Rail line Honeygo residents will have access to BWI Airport to the South.

The completion of the White Marsh extension will for the first time connect all of Baltimore County's growth areas by rail transit. Honeygo area residents will be able to access Owings Mills by transferring to the Metro at Hopkins or Hunt Valley by transferring to Light Rail in the CBD.

Partly as a result of the lower densities recommended in this plan, it is unlikely that the MTA will extend the White Marsh rail line north of the mall area directly into the Honeygo community. It is possible, but unlikely that the County would pay for an extension into the Honeygo community.

If Honeygo residents are to have direct access to the mobility opportunities provided by the fixed rail extension to White Marsh, the County, State, and development community will have to work in a collaborative fashion to provide the necessary operational and structural facilities.

Specifically, the MTA must provide a level of feeder bus service from the Honeygo community to the White Marsh station that is comparable to the initial levels of service provided to other Baltimore County Metro and Light Rail service areas.

The County and the development community must involve MTA as a partner in the planning and development review process to ensure a "transit-friendly" environment. Examples of a "transit-friendly" environment would be minimum lane widths of 12 feet on streets used by buses and the construction of amenities such as transit information kiosks, additional lighting, and bus shelters.

The street network should be designed so that most homes are within a quarter-mile of the feeder bus line. Bike and pedestrian paths should provide access to feeder bus stops. Store entrances at the commercial nodes should border on the street with parking behind the stores.